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<p>to</p> <p>10</p> <p>M</p> <p>CO</p> <p>IO</p> <p>CO</p>	<p>to</p>
<p>11</p> <p>U8</p>	<p>6 6</p> <p>0 0 0</p>
<p>do</p> <p>*c/5</p>	<p>0 0</p> <p>CO (M N</p>
<p>J</p> <p>C</p> <p>Q</p>	<p>00 VO 8 8</p> <p>10 CO ON 0 "5</p> <p>M OC VO</p>
<p>*2 C</p> <p>0 s?</p>	<p>* 0</p> <p>CO</p> <p>M</p>
<p>eu</p> <p>a</p> <p>Cfl</p>	<p>8 8 8 0 8</p> <p>8 8</p> <p>N W 0</p> <p>VO >0</p>
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<p>ft,</p> <p>& 1°</p>	<p>00 00</p>
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The propelling machinery of this ship is here briefly described,
The main features are two direct-coupled turbo-alternators and four induction motors. Auxiliary gear is comprised in two 300-Kw. direct-coupled